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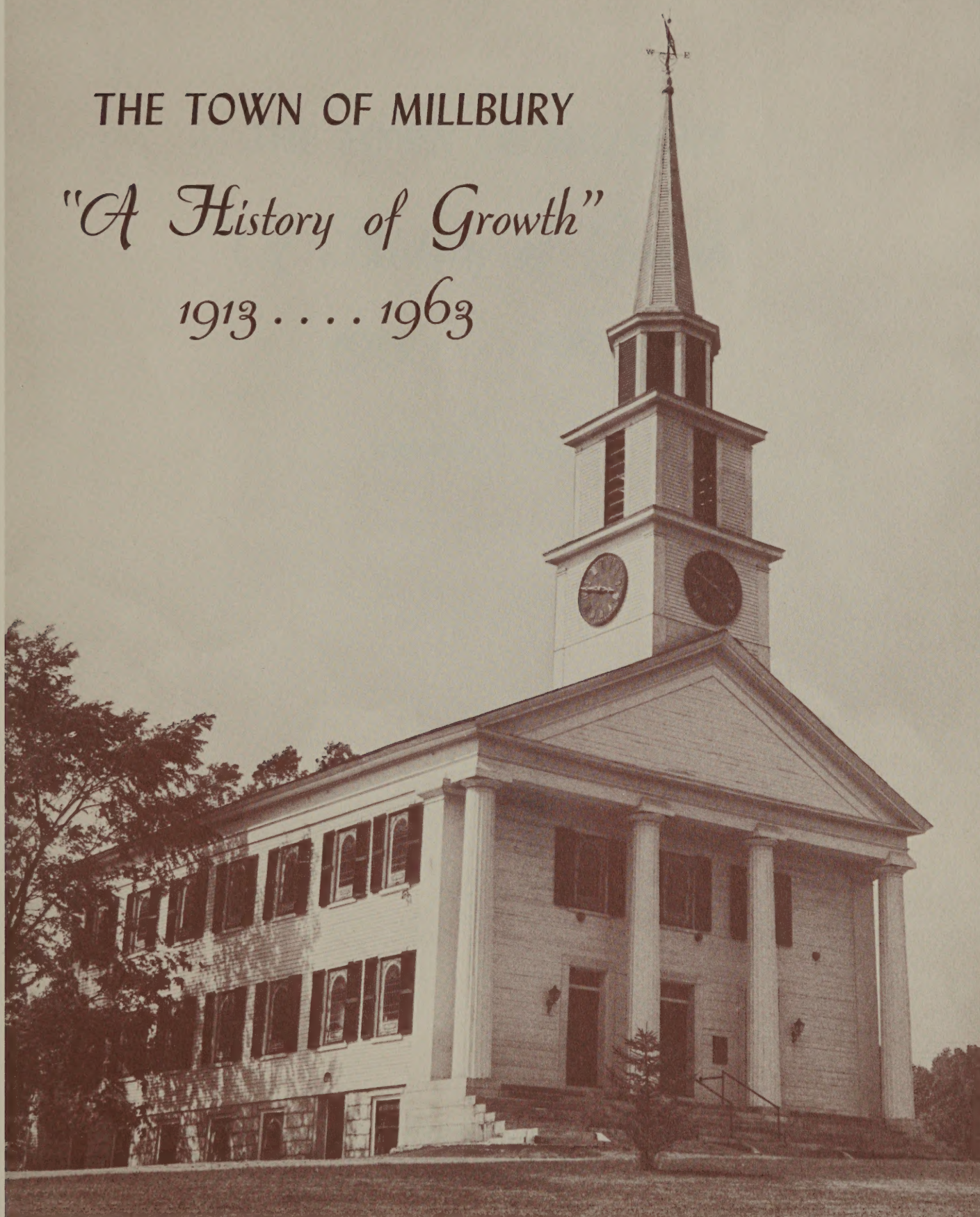




# THE TOWN OF MILLBURY

## *"A History of Growth"*

1913 . . . . 1963



The First Congregational Church in Bramanville is Millbury's oldest church and an excellent symbol of New England.





THE TOWN OF MILLBURY

*"A History of Growth"*

*1913 . . . . 1963*

by  
KENNETH J. BOTTY

This history, centering on the years from 1913 to 1963, was compiled and written by Kenneth J. Botty in cooperation with the General and Historical Committees for Millbury's 150th Anniversary. All photographs including the cover, except where specifically noted, are by James A. Gourgouras.





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## PREFACE

This history of the Town of Millbury primarily covering the 50-year-span from 1913 to 1963 was authorized by the General Committee governing the town's 150th anniversary.

At the annual town meeting of March 7, 1959, voters approved Article 19 which authorized the Moderator, Paul Dempsey, to name a five-member committee to make plans for the town's 150th anniversary in 1963.

Winfred W. Windle was appointed and named chairman of the general committee. Other members were Miss May R. Dempsey, secretary; Mrs. Ralph P. Day; J. Roger Greenwood; and Clarence A. Fenner.

In 1960 upon the resignation of Mr. Windle, Moderator Dempsey appointed Warren G. Harris who was elected chairman of the general committee. The only other change was the appointment of John N. Hamilton to succeed Clarence A. Fenner.

Since the last published history of the town covered the 100 years from 1813 to 1913, the committee voted to have the history brought up-to-date. Whereupon Chairman Warren G. Harris appointed a Historical Sub-Committee headed by Mrs. Ralph P. Day with members: Town Librarian, Mrs. Laura Palletta; Mrs. Edwin T. White of the *Millbury Journal*; Miss Laurabel Armsby; Miss Diana Hill; and Frederick F. Fox. This Historical Sub-Committee worked with the general committee in gathering historical facts and information.

Finally, the general committee voted to hire a Millbury resident and professional writer, Kenneth J. Botty, to prepare the script, arrange for photographs and the layout of this book.

We sincerely hope you will like the book and we remind you that the public is cordially invited to participate in the numerous events of our three-day celebration during June 21, 22, and 23, 1963.

WARREN G. HARRIS,  
*General Chairman*



## FOREWORD

A history of any community is, by its very nature, a story of its people their lives and accomplishments in an ever changing world.

This work is not intended to be a compilation of assorted facts from 1913, publication date of the last town history, but rather to trace the development pattern of Millbury in an era marked by three wars, great changes in our social and economic structure, and living habits.

The America of the early 1900's is gone forever, as the America of the 1920's, 30's and 40's.

One of the most significant developments of Space Age existence has been the loss of identity of many towns. The face of Millbury has changed, undoubtedly for the better, but it has succeeded in preserving its identity as a separate community while, at the same time, playing a larger and more important role in the loose affiliation of communities which make up the Greater Worcester area.

The years since 1913 have been 50 years of progress for Millbury. It has grown . . . is continuing to grow . . . and yet, happily, has managed to retain a good deal of its New England character and flavor.

Its future, as its past, shall depend upon its citizens.



THE COMMONWEALTH OF MASSACHUSETTS  
EXECUTIVE DEPARTMENT  
STATE HOUSE, BOSTON

ENDICOTT PEABODY  
GOVERNOR

January 22, 1963

Dear Friends,

There could be no more appropriate time to congratulate Millbury on its fine achievements than on its 150th anniversary. It is an honor for me to have this opportunity to pay tribute to your town and the people that have made it such a wonderful place to live.

Since the incorporation of Millbury in 1813, the banks of the Blackstone River have been the home of many of the great industries that made Massachusetts a leader during the industrial revolution of this country. Millbury has continued in this tradition: manufacturing of textile products and primary metals are still the major occupations of the townspeople.

Millbury is more than just an industrial town, however. With its open water and plentiful trees, it is a remarkably pleasant place to live. It is a community with a proud past and a bright future.

Best wishes for another 150 years of progress and fine community spirit.

Sincerely,

A handwritten signature in dark ink, appearing to read "Endicott Peabody".

Governor

Town of Millbury 150th Anniversary Committee  
c/o Mr. Warren G. Harris, Chairman  
112 Elm Street  
Millbury, Massachusetts

EP:at





*From left are Frederick E. Lucas, Richard J. Dwinell and William J. Gibson, chosen by the voters as Selectmen to supervise the town's business. By the 1960's, town government was a growing challenge.*

## PROCLAMATION BY SELECTMEN

We, Richard J. Dwinell, Frederick E. Lucas and William J. Gibson, acting in our official capacity as duly elected Selectmen of the Town of Millbury, by virtue and in the execution of the powers and authority vested in us by our General Court and by the General Laws enacted thereby, do, by proclamation, establish and designate that week beginning with the 17th day of June 1963 and extending through the 23rd day of June 1963 as the official period for the proper and fitting observance of the 150th anniversary of the founding of the Town of Millbury as a duly incorporated township, this period to be known as the Millbury Sesquicentennial Week, and we further direct that said period be set aside by the inhabitants of the Town of Millbury for the holding of appropriate ceremonies and events in commemoration of this historic date.

Proclaimed and issued under our hands and seals this Second day of April in the year of our Lord one thousand nine hundred and sixty three.

RICHARD J. DWINELL

FREDERICK E. LUCAS

WILLIAM J. GIBSON

# THE TOWN OF MILLBURY

Before plunging into the various aspects of town government, operation and growth, a brief evaluation of Millbury's physical characteristics should in order.

We of New England take beauty for granted and fail to appreciate the lavish hand with which nature endowed the region.

Consider that our climate has a mean temperature of 70.8 F during July. Much has been written about the severity of a New England winter, but our mean temperature in January is 26 F.

Rainfall is abundant, with an average annual precipitation of about 44 inches.

Millbury is blessed with fields, trees, and cool, inviting lakes and ponds.

The land surface itself is hilly. Elevation ranges from 400 to about 800 feet above mean sea level. The soils are mixed, with loamy sands and sandy loams predominating. And the stone walls which wind through much of the town's acreage attest to the fact that the soil texture tends to be somewhat rough and stony.

Who among us hasn't appreciated the shade of a giant Elm on a sultry August afternoon . . . the vibrant color of a West Millbury hillside in Autumn . . . the pristine beauty of a December snowfall . . . and the thrill of each approaching Spring?

This, then, is our home. It is our heritage.

Incorporated from a part of Sutton in 1813, the Town of Millbury in Worcester County spreads out over almost 16 square miles. It is bordered by Worcester on the north, Grafton of the east, Sutton on the south, and Oxford and Auburn on the west.

Undoubtedly an important segment of the Greater Worcester or Metropolitan Worcester sphere, the town, nevertheless, cannot be termed a "bedroom" community as so many are in this era of urban sprawl.

Many of its approximately 10,000 residents do work in Worcester, but the town has also been extremely fortunate in both keeping and attracting

a number of new industries. Many of the town's citizens find employment in these industries and the firms, in addition to carrying a sizeable work force, also by virtue of their taxes do much to ease the tax load on the homeowner.

Homeowners and industries, in fact, are the two most important facets of the town's economy.

Manufacturing got its start because the town sprang up along the Blackstone River and when the Blackstone Canal was opened in 1828, manufacturing received another 20-year boost. When the Canal closed in 1848, the Providence and Worcester Railroad took up the transportation slack.

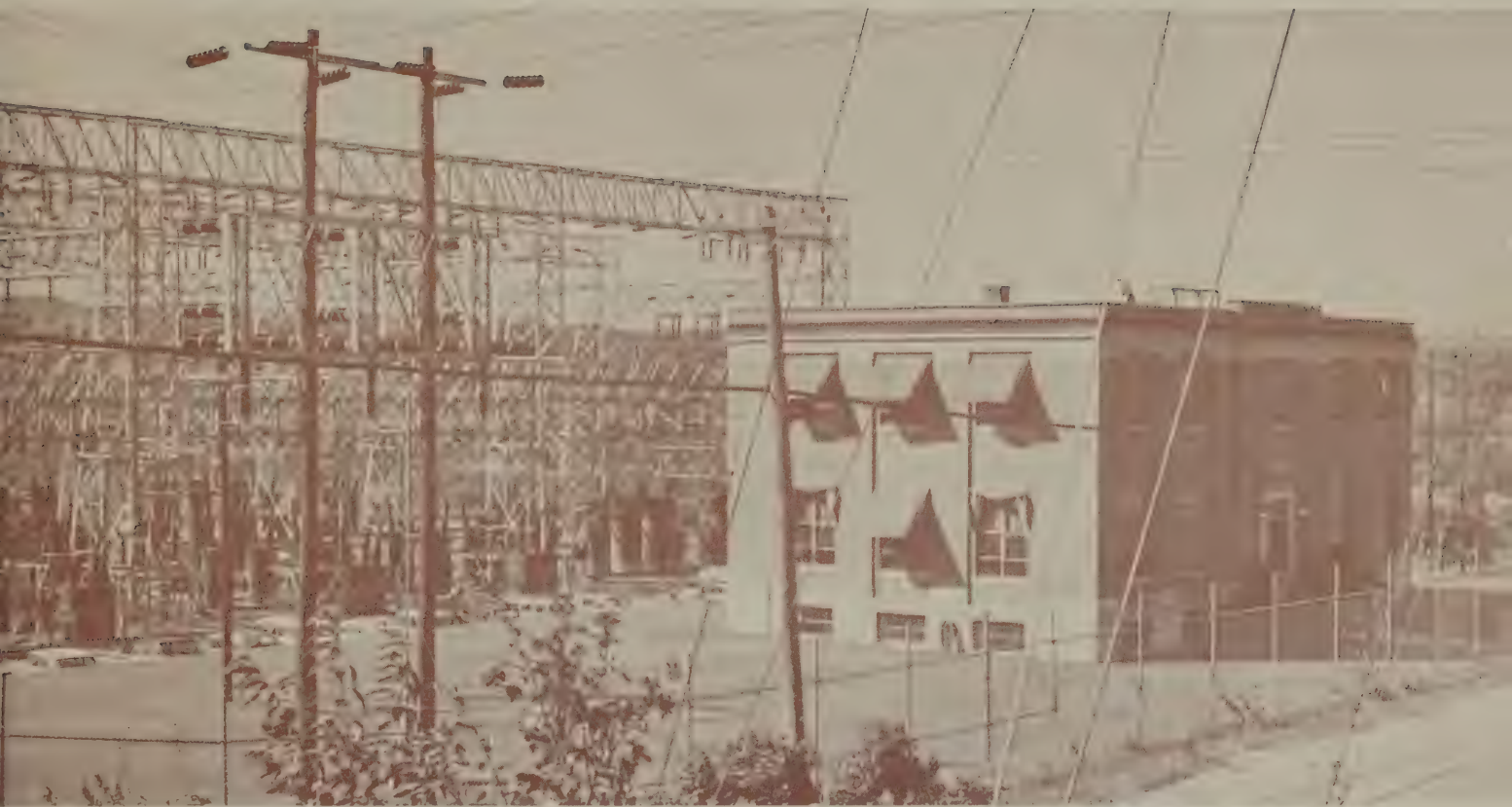
When trucks began to steal the thunder of the old iron horses, fortune again smiled on the community. Major arteries which pass through Millbury include Route 146, the chief route to Providence; Route 122A which connects with Route 140, a major way to New Bedford and Cape Cod; Route 20, now a connector for Route 9 to Boston and Route 15 to Connecticut and New York; and, perhaps the most important of all, the recently opened Massachusetts Turnpike. One of the highway's 14 interchanges is located in East Millbury and when the turnpike is extended into downtown Boston, a Millbury resident will be able to leave his home about 8:00 a.m. for a 9:00 a.m. appointment in Boston.

The turnpike extension, approved by the state Legislature in 1962, is viewed by many financial experts as the trigger for a land boom in Millbury and other Central Massachusetts communities lucky enough to border the superhighway.

If industry is one of the main braces of the town's economy, cotton textiles were its keystone. The manufacture of cotton textiles reached its zenith in the early 1900's, but spinning of woolen yarns, weaving, wool scouring, and textile machinery continues to be an important factor in the economy.

Diversification of industry became the phrase of survival as the 20th Century progressed, and again, Millbury matched its stride to the tune of the times.





*(Photo by Vaillancourt)*

*New England Power Company, which started in 1913, now routes atomic power.*

Consider the roll call of new industries in Millbury since the last published history in 1913.

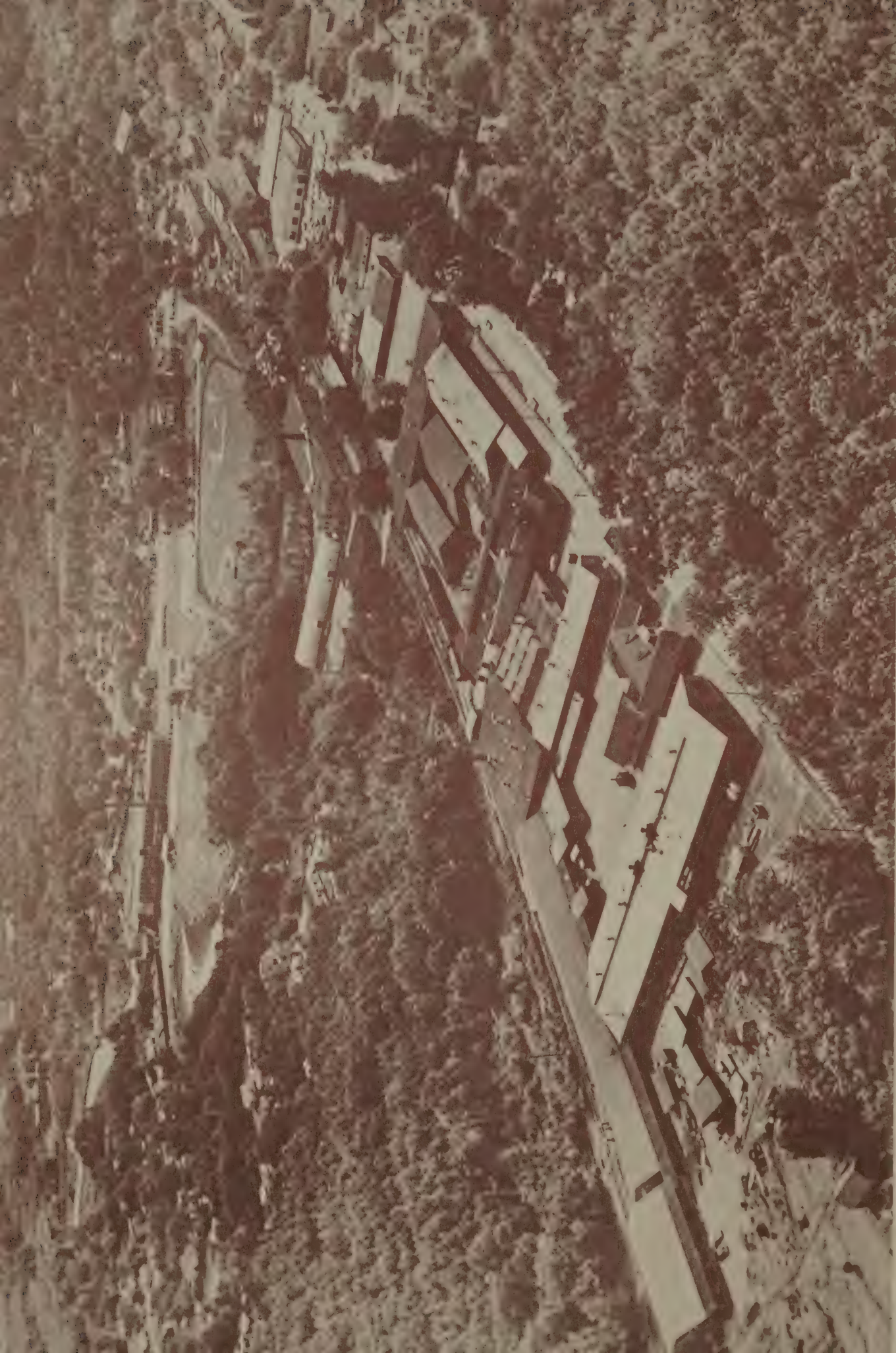
New England Power Company which began in 1913 as the Connecticut River Transmission Company; New England High Carbon Company United Tool and Die Company; Millbury Engineering Company; Tideman Manufacturing Co.; Delco Rubber Company; Furn Crafts; Green Machine Co.; Marshall Green Textile Corp.; Millbury Die Company Millbury Foundry; National Fabrics Inc.; Patricia Fabrics; Prefontaine Upholstery Company; S & D Spinning Mill; Steelcraft Inc.; Textile Products of Worcester Inc.; Whittaker Offset Press; Leon Barrett Co.; Bayer and Mingolla.

Add this to the industries which have been located in the town for 50 years or more, and diversification becomes more than a mere word. In-

cluded are such establishments as the Felters Co. which began its existence as Bowdoin Felt Co. and which in 1960 took over the Watson Williams buildings when the latter concern moved to the South. Also, the W. W. Windle Co., which moved from West Main Street to Canal Street to take over buildings used by the Cordis Mill Company and Millbury Woolen Co; the A. D. Windle Company; Glover Bobbin; Glover Wood Turning; United Glover Bobbin; Millbury Journal; Millbury Machine Co; Buck Edge Tool Company; Rice Dobby Chain Company; B. O. Paine Company; and Ramshorn Mills.

In addition to the industries listed, a number of stores, shops and other retail and service outlets have been part of the local scene for more than half a century, in itself a testimony to the town and its people.





This air view of a portion of Millbury gives some indication of the town's industrial-supported tax base. In foreground is the New England High Carbon Co. At the left rear is the W. W. Windle Co. and, of course, Windle Field. Just below the field is the A. D. Windle Co.



More than 160 Millbury business concerns report to the Massachusetts Division of Employment Security. They employ more than 1,600 persons and the annual payroll approaches \$8,000,000. Manufacturing accounts for almost \$6,000,000 of the figure and more than 1,000 of those employed.

There are more than 50 retail outlets employing several hundred persons with an annual payroll approaching \$1,000,000 a year.

Since economics can properly be called a base of history, it is evident that the town has grown and prospered because of a solid foundation. It has grown, steadily and not spectacularly, but the controlled growth augers well for the future. After World War II all of America moved to the suburbs. Housing developments sprouted in every vacant field. With the mushrooming population and building boom came a demand for services: schools, transportation, roads, sidewalks, water and on, it seemed, to infinity. Towns which doubled and trebled their population in a few short years woke up suddenly to find they were in trouble. A solid tax base was lacking and to the homeowner fell the crushing burden of paying for the boom.

Millbury's population has increased. A quick glance at the figures show it more than doubled

from 4,740 in 1910 to 9,623 in the last Federal census of 1960.

During the decade from 1950 to 1960, the town's population increased by 1,276 persons or 15.3 percent.

Conservatism has been a catchword in New England and many are thankful for the town's deliberate population growth.

The 1962 tax rate in Millbury was \$108 for each thousand dollars of valuation, but the story of actual taxes lies in the town's low assessment policy. A Millbury resident with a home worth about \$15,000 on today's real estate market, actually pays much less in taxes than residents in neighboring towns with homes of identical value.

To be sure, there has been an increased demand for services, particularly new schools, and this has added to the property tax, but the picture here is far from dark. Indeed, as we shall see in the section dealing with town government, services in Millbury are at least the equal of those offered in other communities.

Millbury is a good place to live. It has been since its incorporation and continued good government will insure this in the future.

## TOWN GOVERNMENT

Established as a town on June 11, 1813, Millbury is governed by a three-member Board of Selectmen. Present members are Richard J. Dwinell, chairman; Frederick E. Lucas, clerk; and William J. Gibson.

Other town officers in 1962 were: Oran David Matson, town clerk; Maurice J. O'Brien, treasurer; James J. Cassidy, auditor; Mildred V. Kunzinger, tax collector, and Lawrence J. Faron and Harold L. Blanchard, assessors.

Operation of town government turned into a million dollar a year business in the sixties. The town's 1960 budget in that year was \$1,170,664, and it's been climbing steadily ever since. Quite a cry from the modest sums expended in the early part of the century, and again, the increased outlay is but a reflection of what has become the American way of life.

Of the total, almost 50 percent goes for operation of the town schools. Almost 12 percent is allotted to welfare costs. Another 13 percent is for highways and roads. Other service operations, including operation of the police and fire departments, account for about 5 percent of the total.

Control of the purse strings lies with the people in the purest of all forms of Democracy . . . the open or unlimited town meeting.

The annual town meeting is held every March, a surer sign of approaching Spring than the first robin or the breakup of ice in Lake Singletary. It is here that the people have their say. The trend has been to demand more and spend more and Millbury voters have not bucked the tide.

A nine-member Finance Committee makes recommendations at the annual session, but the voters have the right of cutting or increasing recommendations as well as accepting or rejecting the proposals. If the cost of town operation has been increasing, the voter has but to search his own soul and reflect on his wants and wishes as expressed by his vote.

In addition to its local government, Millbury is represented in the Third Massachusetts Congressional District, the Seventh Governor's Council Dis-



*Built in 1878, Millbury's Town Hall, with honor roll under the arch, was still in service in 1963.*



trict, the First Worcester State Senatorial District, the Eighth Worcester State Representative District.

In the last national election what had been primarily a Republican town until the 1920's went solidly Democratic in the Presidential race, giving an overwhelming margin to President John F. Kennedy, Massachusetts' native son.

Warren G. Harris of Millbury, by virtue of his election to the Governor's Council in 1946, when he defeated the incumbent councillor to represent the Seventh District, attained the highest political post held by a Millbury resident in the 1900's.

During Harris' term of office, then Governor Robert F. Bradford visited the community on many occasions. On Dec. 10, 1947, Harris was host councillor to the first meeting of the executive council to be held in Worcester in more than 25 years.

That evening the Governor, accompanied by Lt. Governor Arthur D. Coolidge and council members dedicated the new fire station on Elm Street. During the ceremony, a false alarm rang in from the Felter's Company and the governor and his council rode the trucks to the scene of the alleged fire.

During Harris' tenure also, Matthew P. Coyne of Millbury was named as a commissioner of the Division of Fisheries and Game, and Leo "Jeff" Crepeau of Millbury was appointed as a boxing judge.

Government was more than a word in the late 1950's and early 1960's. Some people called it "big government" and wished it would go away. Others clamored for even more aid from Washington . . . for roads, schools, welfare, and that latest child of government who grew with stupefying speed, urban renewal and redevelopment.

The days when a person chose a plot of land and built whatever suited his fancy had gone the way of the skimmer straw hat, blazer, and ukelele.

Indeed, there was impressive evidence wherever one looked across America that a lot of the building had been done in haste without a modicum of good taste. True, this was a problem which chiefly plagued the large cities, but the spread to suburbia threatened to also upset the well-ordered

pattern of small town living. A person who bought a small colonial home on a quiet street couldn't be sure that next year, or the year after, his peace wouldn't evaporate in the sudden presence of a new superhighway or the ultimate horror, a new jet airport.

Shopping centers sprang up like cattails in a swamp and often they were built on filled-in swamps, pushing right up to the residential sections whose inhabitants had moved into "the country" to get away from factories, stores, and in some instances, people.

By 1960, living had become as complex as the machines and gadgets with which we surrounded ourselves.

The entire Northeast, from Maine to Washington, D. C., in the words of the planners, would turn into a giant "Megalopolis", separated into communities only by signs. Grass, trees, vacant land, wetlands . . . all would vanish before the bulldozer's blade and beneath ribbons of concrete.

The people of New England, despite the fact they lived in the affected area, were slow to realize the overall pattern of development. They watched supermarkets appear like magic on vacant lots; marveled at the speed in which the swamp was filled in for the latest housing development, and complained about the rising cost of land or kicked themselves, mentally, for not having grabbed some when it was being offered more cheaply than dirt. But, being New Englanders, they kept waiting for the boom to stop.

When it became clear that expansion was the rule rather than the exception, intelligent communities went into action.

Millbury wasn't in the first wave, but to its credit, it didn't wait for the beachhead to be secured before acting in its own interest.

On February 5, 1957, voters went against the grain of their Yankee heritage by accepting a set of zoning by-laws and a zoned map of the town. Moderator Paul Dempsey noted at the time that the session attracted the greatest number of voters for any town meeting in recent history.

Major points in the by-laws included minimum

lot sizes of 12,500 square feet for residential building lots with a 100-foot line at the building line; 16,000 square feet for suburban areas with a 125-foot width at the building line; sub-division control; appointment of a Board of Appeals, and enforcement of the by-laws by Selectmen.

There were those who didn't like it. Those who complained about the town telling them what they could do with their own land. Yes, and those who hated to see zoning come because it spelled the end of quick individual profit at the eventual expense of the community.

Most of the town, however, hailed the vote as being long overdue.

Zoning was merely the first step in the race to keep abreast of the kaleidoscopic times.

During 1960 and 1961, the Millbury Planning Board saw the advantages of having a Master Plan prepared for the town. A plan which would be based on extensive study of the town's existing land use, population, economic base, housing, community facilities, schools, utilities, traffic, parking and recreation.

On the plan would be based a future land use map, and the study would also serve as the base for economic development, renewal, and a long range capital budget.

Voters agreed with the Planning Board and Economic Development Associates of Boston was hired to make the survey. The study was financed jointly by the town and the U. S. Housing and Home Finance Agency at a cost of \$18,900.

When the move was made, an editorial in The Worcester Evening Gazette hailed the decision: "Millbury has joined the ranks of the towns which see the advantages of growth by design rather than by chance . . . In former days, a town could grow and sprawl aimably without hurting anybody very much. This is no longer true. Communities are growing more crowded. Moreover, they are no longer self-contained. They are parts of new economic complexes, affected by all manner of influences, internal and external. The quicker a community can recognize these facts and develop a plan to meet them, the better its program for orderly

growth. We commend Millbury's move in this direction."

Although the Master Plan had not been released when this history went to press, it reportedly would ask voters for authority to establish an Urban Renewal Authority. Such an authority could embark on a face-lifting of the town's business district, including on the agenda such items as a new Town Hall, a new Police Station or improved mercantile facilities and parking.

The Master Plan is also said to call for construction of a new elementary school by 1964 and for revisions in the zoning ordinances and map to give greater protection to the individual home owner.

In conjunction with the Master Plan, the town accepted, in November, 1961, plans and specification for a \$1.5 million sewer system, prepared by Morganroth Associates of Boston. The specifications include a sewer treatment plant, trunk lines to Millbury Center, and sewer lines.

At the March, 1961 annual town meeting, voters authorized the purchase of some 32-acres of land (the Bedrosian property) off Providence Street for \$24,000, for the site of the sewage treatment plant. No funds were appropriated for the plant because of the tax boost resulting from the new junior high school and because the town hopes to qualify for 50 percent federal aid for the project under Urban Renewal.

Phase 1 of the sewer project, including the treatment plant and main and secondary lines to provide service to residents and properties within a one-half mile radius of the town's center, has been estimated at \$680,000.

Zoning . . . planning . . . sewers . . . sub-divisions . . . highways . . . schools . . . housing . . . welfare . . . utilities: All these are town needs and their costs are rising.

Another significant development during the years since 1913 was the tremendous advance of medicine. It had a number of immediate effects on the populace, not the least of which was the increase of the life span. People could retire at 65 and still look forward to a number of years of life.



But, with the increase in life span, came a problem. People were living longer, but where were they going to live and what were they going to do?

The social order had changed and, in many instances, the elderly could not count on living out their years with sons and daughters. The sons and daughters had families of their own to take care of and the old fashioned family homes of the pre-depression, with their abundance of space and rooms, were replaced by "functional" dwellings barely large enough to accommodate a single family.

Grandma and Grandpa couldn't rock away their years on the front porch, veranda or piazza. There weren't any. But Grandma and Grandpa were here . . . and they had to do something.

One answer was housing projects for the elderly, and Millbury, with more people over 65 years of age (10.1 percent) than any of the towns in the immediate Worcester area, was one of the first to erect such a project.

A \$343,000, 32-unit housing project for the elderly was dedicated on October 31, 1959. Joseph L. Paley of Boston was the architect for the project constructed by Fred J. Findlen of Dedham on a 35,000 square foot plot at Providence and Maple Streets. The site, former locale of St. Brigid's Church, was donated to the town by the Worcester Diocese.

It rained on dedication day, but it didn't dampen the spirits of the oldsters who moved into the project. The buildings are two-story structures of colonial design, faced with brick veneer. Apartments consist of combination kitchen-living rooms, bedroom, bath, and large closet. Administrative offices, a shop, laundry, and recreation area are centrally located in one of the four buildings making up the complex.

Winfield W. Scott, who was chairman of the Millbury Housing Authority, conducted the dedication program.

A major department was added to town government after World War II. Created by the 1945 General Court, and accepted by voters at the annual Town Meeting in 1946, it is the Department of Veterans' Services. It was established to furnish information, advice, and assistance to veterans' and their dependents to help them to obtain benefits to which they are or may be entitled in such areas as employment, education, vocational training, hospitalization, medical care, pensions and other fields. John M. Hamilton was named director and Soldiers Relief Agent for the town in 1946. By vote of the town in 1948, he was placed under Civil Service regulations. Hamilton resigned in May of 1962 and was succeeded by Frederick E. Lucas, the present head of the department.



*Important highways criss-crossed the community and one of the Massachusetts Turnpike interchanges was located in Millbury.*

## TRANSPORTATION

America has been referred to as a nation on wheels enough to qualify the phrase as a cliché. But, as with many clichés, there is no getting around the truth of the phrase.

Since this history deals with the 50-year-segment from 1913, that necessity of daily life, the automobile, must come in for more than a passing observation.

For the automobile, more properly Henry Ford's old Tin Lizzie, did more than any single thing to change the face of America. An automobile nowadays is really a member of the family; one that eats gasoline instead of food. You can live without one, but hardly anyone does, and those that do manage the trick are a cinch to depend on some other form of motor transportation.

Back in 1913, according to the records of the Millbury Board of Assessors, there were 42 automobiles in Millbury.

Fifty years later more than 5,000 autos were registered in town.

And with the automobile came more and better roads, and separate industries dedicated to the sole proposition of keeping the cars rolling. The blacksmith gave way to the garageman who, in turn, gave way to super-service station.

Wagon paths became dirt roads, the dirt roads were paved, and later the paved roads were ripped up and made into superhighways.

Millbury is a town of only 10,000 people, but during the rush hour on a Friday night, there's usually a traffic jam downtown.

A man with a good parking space is truly blessed and the merchants who hailed the motorcar as their salvation soon learned in the postwar years that unless they offered their patrons a place to park the family buggy, the customers were quite apt to go whizzing by to a more convenient store and space down the road.

The annual Highway Department expenditure in Millbury, by the 1960's, was about \$150,000 or roughly 12 percent of the town budget.



The motor car in every garage spelled the doom of many other types of transportation.

Back in 1901, the Worcester Consolidated Street Railway Co. ran an electric trolley on the old Blackstone Valley line into Millbury. The trolley went to Bramanville and stopped in front of the St. Charles Hotel. During the height of this form of transportation, the trolleys ran every half hour.

Quite a thing, the old trolley. During the summer months open cars were used and if it rained . . . the motorman just lowered the black oilcloth curtains on the side of the car.

The last car left Worcester at midnight and it was sure to be crowded, especially on Saturday night.

But the gasoline engine was here to stay and in the decade from 1920 to 1930, buses began to replace trolleys as a means of local public transportation.

A bus route could be changed without laying down or ripping up track. It was faster and more flexible. The trolley slipped into history and the last trolley from Worcester to Bramanville ran in November of 1929. By 1955, the last traces of trolley tracks on Main Street were removed.

Railroads, so vital to the growth of this nation, also declined rapidly.

The Providence-Worcester Railroad, important to Millbury for so many years with 10 passenger trains each way, daily, and very heavy freight business, was absorbed by the New York, New Haven, and Hartford Railroad in 1888. A new station was built and three agents were needed to handle the volume of business.

But automobiles and trucks kept improving, textile mills along the route were closing shop, and the need for trains was diminishing.

The railroad station was turned into an Industrial Arts section for the town school department in 1941.

In 1952 an entire line of track was ripped up, reducing the once-proud line to a one-track operation. In 1960 the freight house was closed and at present, freight is carried on three trains a day which shunt cars off on sidings here.

Millbury, in 1837, also boasted a three-mile branch line connecting with the Boston-Worcester railroad. This line later was sold to the Boston and Albany and the local branch, from 1880 to 1917, ran four passenger trains each day, each way. The 7:30 a.m. train was the commuters special of the day, carrying as many as 60 Millbury residents to their jobs in Boston.

Freight shipments were also heavy.

But business declined rapidly after 1917 and by 1926, the B & A Station here, a fine structure of stone with carefully tended grounds, was demolished. Freight today is still carried by a few trains, but railroads have played their role in Millbury's history.

The town is still serviced with bus transportation to and from Worcester, but the main form of commuting is the private car. Route 146 is clogged each morning and evening with residents going and coming from their jobs in Worcester.

Northeast and Mohawk Airlines operate out of nearby Worcester Municipal Airport and the more cautious citizen, in 1963, can still catch a train in Worcester to take him to New York, Albany, Chicago and the West.

The world moved in the 20th century out of the horse-and-buggy era into the jet age.

A flight to London, Paris or Rome from Boston's Logan International Airport can be made in less time than it took to drive to New York over the old Post Road in the early days of the motor car.

Fifty years from now it's anyone's guess as to how we'll be moving. Atomic-powered autos? Escalator highways? Private helicopters?

One thing sure . . . history won't stand still and where transportation is concerned, it never repeats itself.

## THE WAR YEARS

This is primarily an account of a town's growth in 50 years and it is inescapably connected to the sad fact that in that time span, the United States has been engaged in three wars: World Wars I and II and the smaller, but equally vicious, Korean War.

Millbury sent its men across oceans and continents to fight, and some to die, in the cold Atlantic, deep Pacific, in a muddy French field, on the slopes of a barren volcanic mountain, in a German street, and on an Italian beach.

Volunteers and draftees, the men and women of Millbury did their part.

It began with World War I, when to the tunes of "Over There", and "Pack Up Your Troubles In Your Old Kit Bag", the Yanks crossed the Atlantic to make the world "safe for Democracy."

From April 6, 1917 to November 11, 1918, Millbury sent 252 of its citizens to war. Seven, Charles H. Demers, Edward N. Blanchard, George Devoe, Warren T. Harris, William Higginson, Donald McGaskill, Jr., and Charles F. Minney, did not return.

They were to be the first gold stars on a lengthy honor roll of the dead.

The tempo of life went from the extremes of the Roaring 20's to the depression of the 1930's in the comparatively short years of peace.

The airplane and the auto, the radio and the dance band, the switch from dry to wet, and the golden age of sport with the likes of Babe Ruth, Bill Tilden, Jack Dempsey and Joe Louis occupied America.

Our radios were tuned to Edgar Bergen and Charley McCarthy, to Fred Allen, to Bob Hope, to Jack Benney. Things were looking up in the mid-thirties. The paychecks were getting fatter and pleasures were still relatively simple.

But jackboots were tramping across Europe and a little man with an odd mustache screamed to all

who would listen that Germany must regain its rightful place in history.

Before he was through, Adolph Hitler plunged virtually all of the world into almost a decade of death and destruction.

From the time America was plunged into the struggle with the sneak Japanese attack on Pearl Harbor on that unforgettable Sunday of December 7, 1941, the day the late President Roosevelt correctly gauged "will live in infamy", until the end of the brutal struggle shortly after the dropping of atomic bombs on Japan in August of 1945, more than 1,000 Millbury residents served in the uniformed branches of America's armed forces.

Thirty Millbury men paid the cost of war with their lives.

They were: Henry L. Army, Donald C. Taylor, Robert S. Howard, Victor Pelletier, Russell G. Mason, Henry T. Renauld, Russell A. Vayo, John Griffin, Edward Lestage, Irving A. Gibree, Charles I. Brewer, John J. Gallio, Tadeusz B. Wilczynski, William A. Dunn, William D. O'Connell, Alan H. Smith, Daniel D. Brewer, Edward Bergstrom, Bernard Devoe, Paul Bloomquist, Robert Hamilton, Vincent D. Jacques, Leo Sarkesian, Edward Gladding, Vincent Hofbauer, Nils Johnson, George Monfils, Roger Poirier, Walter Snow and James E. Cullina.

Youngsters barely out of high school in many cases, boys whose world had been limited to New England, they died at Iwo Jima, Anzio, Cebu, Near-hoff. They fought in the Sahara, in Burma, in the lonely Pacific on islands with unpronounceable names.

They won the victory, but the world had changed, and those who survived knew that, for better or worse, things would never be quite the same again. We had entered the Atomic Age.

And what of those who remained at home during the war? What was life like on West Main Street, Maple Street, Prospect Street, Old Common?



Those at home worked harder than ever before to keep the home front humming. And while they waited . . . they prayed for the safe return of their loved ones.

The glamour gal gave way to Rosie the Riveter and rare was the home without some representative in the service.

Rationing became the order of the day and many the family buggies that didn't get further than downtown for the duration.

Victory gardens sprouted everywhere and everyone from the kids at school to grandmothers bought war bonds. Millbury had an excellent record and under the leadership of Clarence Fenner reached a goal of \$1,048,000 during the Fifth War Bond Drive. This was enough money to purchase an LCI (Landing Craft Infantry) Ship for the Navy.

The plaque attached to the ship read:

"This fighting ship sponsored and made possible by the War Bond and Stamp purchases of the citizens of Millbury, Mass."

The gals wrapped packages, wrote letters, mailed literally tons of sweaters, socks and scarfs to "the boys."

To keep those away from home posted, Fred Fox, then secretary of the Millbury Kiwanis Club, faithfully wrote and mailed the "News From Back Home."

"We've just celebrated the quietest Fourth on Record," Fred wrote, "you can't expect a bunch of old cronies to stay up all night raising hell and get up to go to work the next day."

The next letter might tell of the trials and tribulations of Millbury High on the gridiron.

Or, "Our tax rate has been reduced \$1.20. This year's rate is \$44."

Or, "Spring has arrived. Yesterday I saw a

group of young fellows swimming in the gravel pit opposite St. Brigid's Cemetery. And the kids have started playing marbles."

Fred, in a wonderfully informal manner, told the boys who had gotten married, who had died, what was new, and what was likely to be new. It brought a touch of Main and Elm Streets to many corners of the globe but, even more, it demonstrated the Millbury spirit of "taking care of its own."

The boys came back in 1945 and 1946, picked up the threads of civilian life and the serious business of establishing careers and raising families.

The hot war was over, but, in the words of England's great leader, Winston Churchill, Russia rang down an "Iron Curtain," separating East from West. The Cold War with Communism became the dominant theme of our existence.

It erupted on June 27, 1950, when North Korean troops pushed into South Korea. President Harry S. Truman ordered U. S. troops into action and a bloody, lonely, and bitter struggle claimed more thousands of American lives.

Again, Millbury's young men responded to the call. In the period from June 27, 1950, to January 31, 1955, approximately 500 Millbury residents were on military duty.

Pusan, Inchon, Seoul, Yalu . . . all unfamiliar names which are now a part of American history. Nine Millbury residents died during the conflict. They were: Martin J. Sharron, Roland J. Morrisette, Walter Lindberg, Arthur Hall, Armand Proulx, Edmond Roger Mironde, Craig Little, William R. A. Packard and Albert Veenstra.

Three wars since 1917 . . . and a total of 46 Millbury men dead.

That we had to go to war is a reflection on man's imperfection. That we responded to the challenge is a continuation of our tradition that began almost 200 years ago on a quiet green in Lexington.

## PUBLIC LIBRARY

A town without a library is scarcely a town. The last 50 years have marked an era of steady growth and development for the now familiar brick building on Elm Street.

After existence in a room in the Town Hall for many years, the Millbury Public Library, thanks to a grant from the Carnegie Foundation, moved into its own home in 1915. Miss Delia C. Torrey, an aunt of President William Howard Taft, donated the land for the site of the structure. Trustees at the time were Dr. A. G. Hurd, Edward F. Rice and James W. Robertson. The shelves weren't jammed and the policy was to purchase new books twice a year.

No sooner settled in the new building, but the library was forced to close its doors during World

War I because of the fuel shortage. Reading, it seemed, was expendable for the duration.

When the lights and heat came on again, the library started growing with the community. Branch libraries were opened in the West and East Millbury Schools in 1923 and in the Dorothy Pond School in 1940.

It stayed open during the Second World War and in 1959 the building was repaired and the interior redecorated.

Mrs. Laura E. Paletta has been Librarian since 1931, with Miss Mamie Bailey as her assistant. Trustees are Dennis L. Kelliher, Miss M. Pearl Lacouture and Daniel E. Donovan.

New books are now purchased each month and circulation has gone well past 26,000.

## COMMUNITY FUND

The Millbury Community Fund, organized on September 21, 1955, is dedicated to the purpose of raising money for community needs in one effort. The annual drive, in October, provides funds for the Millbury Society for District Nursing, the Kiwanis Youth Program, Boy Scouts of Mohegan Council, 4-H Club, East Millbury Playgrounds, Campfire Girls, Millbury Youth Camp, Salvation Army, Little League Farm System, and also donates to the Worcester Golden Rule Fund drive to reimburse that city for aid extended to Millbury residents.

Presidents of the fund since its inception, in order, have included Benjamin Miles, Winfred W. Windle, James Bowden, James Stewart, Robert Blair, Alfred T. Beaton, and Arne Lehtinen.

The fund was incorporated on September 24, 1957, and carries the title, The Millbury Community Fund Inc.

The Fund itself is living proof that the town of Millbury is, and shall continue to be, much more than a "bedroom" community.





*The Millbury Library on Elm Street moved into this familiar brick building in 1915. Also housed in the building, thanks to Library Trustees, is the Society for District Nursing, which has been serving the town since 1911.*

## SOCIETY FOR DISTRICT NURSING

The Society started service to the town back in 1911 and the first District Nurse, Miss May Stafford, for nine long years walked her rounds.

The automobile came to the Society in 1920, but the dedication remains the same. Its object "To give assistance to those needing the services of a trained nurse and to encourage and foster every effort for the scientific care of the sick."

In 1924 the Society inaugurated a dental clinic for school children.

In 1925 it sponsored milk for children in the elementary grades of the public schools.

During World War II, the organization spon-

sored a Thrift Shop, specializing in infants and toddlers' wear.

In 1948, with approval of Library Trustees, the Society took over a room in the Library and spent \$1,400 to transform it into an office and conference room.

"Well child" clinics are held in the office once a week. The attendance averaged more than 50 babies each month.

In the 52-year history of the Society, just three nurses have held the District Nurse title: Miss Stafford (1911-1926); Mrs. Ida Reade Dockham (1926-1960), and Mrs. Harriet Gibson (1960 to the present).



*Millbury Postmaster Arthur H. Despard on the steps of the Post Office which was dedicated in 1941. In the past 50 years, the office has moved up from a third class to first class designation.*

## POST OFFICE

Millbury has had six postmasters, a new post office, and moved up from a third class to first class post office category in the past 50 years.

Daniel J. Dempsey took over from Nathan Sears as postmaster in April, 1914. During his term, the Post Office was located in the Savings Bank Building and when total receipts went up from 5,000 to 10,000, the federal government changed the designation of the office from a third to second class establishment.

Henry T. Maxwell succeeded Dempsey in 1923 and was postmaster until 1933. The volume had increased to 20,000 by the end of his term.

James L. Ivory was the next postmaster and it was through his efforts that the town received its present building at 119 Elm Street. It was dedicated on January 27, 1941. Receipts had increased to 29,000 by October 4, 1943, when Mr. Ivory died in office.

It was during the term of his successor, William C. Young, that the local office was advanced to the first class rating, since receipts passed the required 40,000 mark.

The present postmaster, Arthur H. Despard, took office on August 8, 1957. The front of the familiar brick building was refurbished last year and receipts have risen to 70,000.



## NEWSPAPER

The town newspaper, the Millbury Journal, which bills itself as the oldest weekly paper in the Blackstone Valley, also changed in the 50-year span from 1913.

After 67 years in the building at 14 South Main Street, it moved in July of 1960 into new quarters at 80 Elm Street.

The paper, which was established in 1893 by Frederick H. Greenwood, changed hands in 1906 and the new owner, Charles A. Kirtland of Deep River, Connecticut, kept it a short time. Charles F. Holman became publisher in 1908 and sometime after 1913 sold the business to Albert Briddon. The present publisher, Arthur Briddon, Jr., purchased the Journal from his brother in 1949.

In 1959, the paper's format changed to its present tabloid form, news coverage was increased to include Sutton and Manchaug, and circulation has increased steadily.

Millbury residents get world and area news from metropolitan newspapers, chiefly the Worcester Telegram and The Evening Gazette, but the Journal fills a particular need, supplying news of a personal nature about town residents.

Who's in the hospital. Who made the dean's list at college? Who won the prizes at the drum corps competition? Who's getting married?

Every Wednesday, the Millbury Journal reports . . . as it has been doing for 67 continuous years.

## FINANCE

Fifty years ago Millbury offered its residents just two banking institutions, the Millbury National Bank and the Millbury Savings Bank. Back in 1913, most towns people were rather proud of the fact that the community could boast of two, rather than a single bank.

But when the wind of change blows, a community's financial structure is the first to feel the breeze. It either adapts and grows, or perishes by its own inaction.

A look at the record explains the Millbury story.

We now have, in addition to the National and Savings banks, the Millbury Co-operative Bank and the Millbury Credit Union. All four institutions are growing and each shows every promise of adapting to the demands and vagaries of the future.

In 1914, the Millbury National Bank turned an important financial corner by becoming a correspondent of the Federal Reserve Bank of Boston with the power to clear checks here. This, of course, greatly aided the daily operation of the business. Its assets then were about \$353,000 and have since passed the \$2,500,000 mark.

In 1924 the National Bank moved from the old Savings Bank building to new quarters on Main Street. Two additions have been made since then to handle the expanding operation.

The Millbury Savings Bank was incorporated on April 10, 1854, reorganized in 1933, and is now in its second century of service to the community. Since the first deposit book was issued to Roxinda Hoyt on that first day of business, its assets have swelled to more than \$9,000,000.

When the Millbury Co-operative Bank moved to new quarters in 1961, the Savings Bank absorbed all the vacated space, another indication of its steady growth.

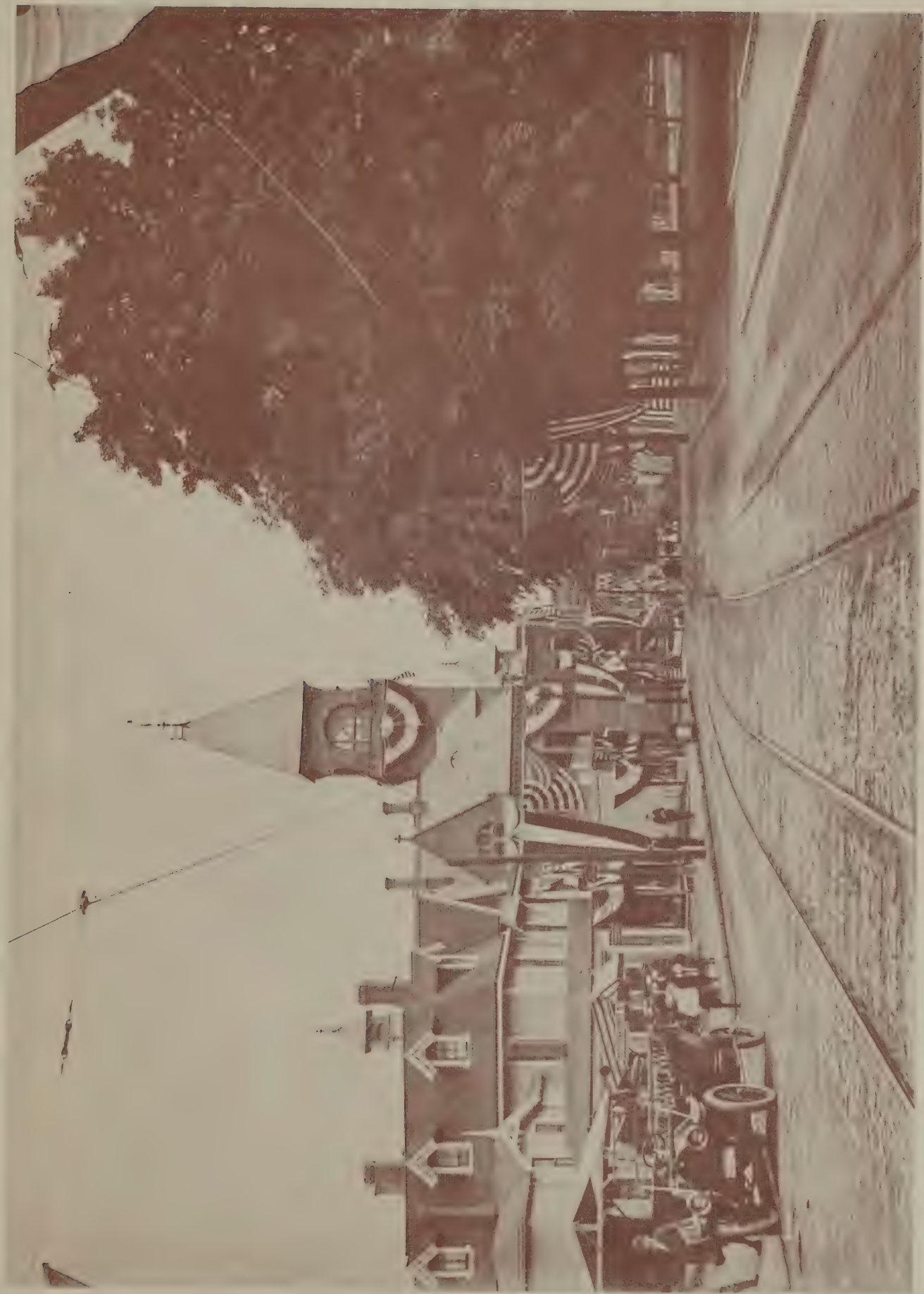
The town's third bank came into being on January 30, 1926, with the chartering of the Millbury Cooperative Bank. Its first home was in the Millbury National Bank building where it remained until 1941. It then moved to the Savings Bank building on Elm Street and remained there for 20 years. The third move, in March of 1961, was to its present location at 97 Elm Street, down the street from its former next-door neighbor. The bank's assets now exceed \$1,500,000.

Newest addition to the financial field is the Millbury Credit Union. It was born in 1934 as the "Millbury Employees' Credit Union" for town workers. Its membership later was opened to all residents and the word "Employees'" was dropped from the title. Today its sphere of operation takes in residents of neighboring communities. For 14 years the credit union operated without a central office. When it was opened, assets increased in a four year span from 1949 to 1953 from \$24,000 to \$283,000.

In June of 1954 the credit union moved into its new office at 50 Main Street and its assets have passed the magic \$1,500,000 mark. In June of 1961 business hours were extended and Mr. Richard N. Kenary was hired as the union's first full time manager.

Four financial houses with total assets of more than \$14,000,000 are eloquent proof of Millbury's independent character and progressive outlook.





Millbury dressed up for her 100th birthday party.





Millbury's call Fire Department has maintained an excellent record of service over the years. The Elm Street Station, shown here, was dedicated in 1947.



## MILLBURY FIRE DEPARTMENT

The record of the Millbury Fire Department since 1913 is one of progress and achievement. A maximum of protection has been afforded townspeople at a minimum of expense.

The call department has, for 43 years, been under the leadership of Chief William D. Horne.

The effectiveness of the department can be summed up very succinctly:

Millbury has a call or volunteer department, whose members are summoned to action from their private occupations by alarm, yet town residents enjoy a Class C fire insurance rating.

Boiled down, this means that taxpayers pay the same fire insurance rate as residents in many neighboring towns who pay much more in taxes to support full-time fire departments.

Chief Horne started his Fire Department career back in 1899 when he joined Number 2 Company. He took over the chief's reins from Joseph Army in 1920, and with the Board of Engineers, has been directing operations since.

The town purchased its first fire truck in 1912. It replaced the fire horses which had contributed such a picturesque page to local and national history.

Other rolling stock was added in 1920 (for Number 2 Station), 1924 (Number 1 Station), 1946 (a ladder truck for Number 1 Station) and, as we shall see, during the 1950's.

The present downtown Fire Headquarters building on Elm Street was built in 1947 and dedicated, as mentioned earlier, by then Governor Bradford.

The Dorothy Pond Fire Station was constructed

in 1954, and the town purchased a fire truck for the new station.

In 1954, two new Seagrave trucks were purchased for Stations 1 and 2 and in 1957, a new Forest Fire truck, to help aid in the annual late Spring battle of brush and woodland fires, was purchased and installed at Station 1.

The Board of Engineers was enlarged in May of 1955 from a three to a five-member board. Its makeup today includes Chief Horne; Kenneth Army, first assistant; Joseph Reeves, second assistant Alfred Caplette, Jr., third assistant; and James Bolivar, fourth assistant.

Perhaps the most spectacular blaze in the past 50 years was the fire which destroyed the Assumption Church in 1914. Other fires of note were the trio in 1931: St. Brigid's Rectory, Harris Ice House and the Charles H. Harris garage and barn blaze; the E. F. Ruskin Store fire of October 21, 1945; the Bayer & Mingolla garage fire in 1953; the George Allaire barn fire which destroyed more than a score of cattle in February, 1957, the Glover Tool and United Bobbin blaze on May 5, 1958, and the A. D. Windle Co. fire on May 1, 1960.

Everybody in town has a personal feeling about the Fire Department. Perhaps it's because of the awesome blast of the downtown "bull horn" which calls the firemen to duty and signals where the fire is located.

The horn's persistent and reverberating din is not the most pleasant thing in the world to hear at 2 a.m. . . . unless you happen to be having the fire. It does the job it was designed for, and that, we hazard, is worth the price to nerves and tempers.

When it too passes from the scene, as all things must, another bit of local color will be added to the preface: "Remember when . . ."



*Education was a byword in the postwar years as the town built the new Memorial High School shown here.*

## SCHOOLS

Perhaps no single facet of American life has come in for more attention during the last 50 years than education. Always recognized as important, it took the dawn of the atomic age to impress, indelibly, upon the American conscience, the fact that only by means of a superior educational system will this nation succeed in preserving its role in human events. The old single-room schoolhouse, as picturesque as it was, is as out of date as the bustle and spats.

Providing a good educational system is an expensive proposition on the national, state and local levels. For better students you need better teachers, improved facilities, better courses and superior administration. All of this requires money.

For most children, the first steps on the educational road are taken in the public schools of the community in which they reside. It is imperative that these schools be so manned to extract the maximum potential from each child. Higher learning is impossible in today's society unless the student is thoroughly versed in the basic skills.

Fortunately, although a few disgruntled taxpayers might disagree, Millbury has not shied away from its responsibility to youth.

The Millbury school budget, by the 1960's, had climbed past the half-million dollar mark and the total accounted for more than 46 percent of the total town budget. The town was not alone, merely keeping up with what had become a national trend.

The per capita cost of educating a child was about \$56.

The town has seen two new high schools since 1913. A new school was opened in September of 1914 with an enrollment of 125 pupils. It was the "last word" in schools of the day and was the first local school to boast of indoor plumbing. Total cost was in the neighborhood of \$50,000.

Citizens started talking about a new high school again in 1934, but they didn't get around to building it until the 1950's. It was dedicated on April 12, 1953, and named Millbury Memorial High





and Millbury residents were justly proud  
this birds eye view from Prospect Street.

School in honor of the veterans of all United States wars. On dedication day the entire high school body of more than 350 pupils and teachers walked from the old high school to the new school.

How about the quality of the education?

Millbury High earned the New England Entrance Certificate for the first time in 1914. The high school was evaluated last in 1960 "to determine whether the school is meeting the requirements and needs of today's youth and fulfilling its vital role in the community." It once again was recommended for continued membership in the New England Association of Secondary Schools and Colleges.

Taxpayers dug deep again in the 1960's to the tune of almost \$1,000,000, for a new junior high school. The building, adjacent to the high school, was occupied by grades seven, eight, and nine for the opening of the fall term in 1961.

It marked more than the opening of a new building, it changed an educational concept in Millbury. The town's school system on that day changed from

eight elementary grades and a four-year high school to the more favored and desired, six elementary grades, three-year junior high, and three-year senior high school.

The Millbury-Oxford Superintendency Union was dissolved in 1954 "so that the requirements of each town might best be met with the services of a full-time superintendent." William D. Shea was named as Millbury's first superintendent. He resigned August 15, 1960, and was succeeded by Stephen Beaton who had been high school principal from 1937.

Scanning the pages of school department progress in the 50 years since 1913 provides unmistakable signs of the times.

In 1915, all eighth graders went to the high school building to form a "junior high."

In 1917, during the first World War, schools closed from five to nine weeks because of a coal shortage. The kid's didn't like it much . . . they had to make up for lost time on Saturdays and during summer vacation.

It was an era when children had to leave school to go to work and to combat this threat to education, Millbury formed an evening school which began with an enrollment of 49.

Foreign languages, namely Spanish and French, came to Millbury High in 1919, as did shorthand, a school orchestra, and the school paper, "The Reflector." Basketball was introduced and teachers were starting at an annual salary of \$400. Veteran teachers received \$550 a year.

A three-room school, accomodating 50 pupils, opened in 1921 in East Millbury. Total cost was \$20,000.

Post-war crowding was felt from 1923-25 and the school system struggled with 200 pupils on a split schedules. The voters came to the rescue, as they always have, with \$40,000 for the four-room Dorothy Manor School.

The school bus came chugging around the corner into history in 1926, replacing the horse and wagon and the electric trolley. The superintendent of the time noted, "Now there are three autobus lines provided with up-to-date buses, making safe and quick conveyance to and from home."

The year 1926 also marked the closing of Park Hill School which had been in existence since 1884.

That old debbil "overcrowding" reared his ugly head again in 1930, and the school department had to rent four rooms from the Church of the Assumption for use of public school children.

In 1933, all School Department employees, caught in the great squeeze of the depression, contributed 10 percent of their salaries to the town "to help defray school expenditures."

Crowded conditions caused the School Department to lease the New York, New Haven and Hartford railroad station for use by the Industrial Arts Department of the high school.

In 1946, Millbury High School inaugurated the Horace Mann Honor System and in 1955, in accordance with state law, a class for mentally retarded children was organized.

Millbury's schools have changed with the times in a determined effort to keep the welfare of the student paramount.

The years since 1913 have not been easy. The years stretching ahead from 1963 are apt to be even more difficult. What constitutes a good education is a question subject to many theories, yet all agree that providing one is perhaps the most vital community responsibility.

Consider this School Committee report:

"The proper education of youth was never more necessary than today. We are living in an age of trouble and disruptions unsurpassed in history."

The report was made in 1923 and is proof, perhaps, that a sense of urgency and concern, when our children are involved, is man's natural state.





*One of the most attractive dwellings in the community is this Elm Street building which now houses the Mother McCauley Novitiate.*





*Ding, dong, ding went the trolley . . . right out of our lives. This is Main Street and the trolleys are parked in front of the Baptist Church.*

*The hands of time work wonders in all ways. Looking up Main Street on a summer afternoon in 1962.*







*This was the scene along the Common at Main and Elm Streets when the town celebrated its 100th anniversary in 1913.*

*This is how Elm Street looked on a September afternoon in 1962 . . . before the rush of late afternoon homeward bound traffic.*





*Police Chief Howard R. White is the town's third chief in the last 50 years.*



## MILLBURY POLICE DEPARTMENT

Fifty years ago the Millbury Police Department consisted of just two men, Chief of Police Thomas A. Dolan and one patrolman. Life was relatively simple, and so was law enforcement. The chief took care of the center of town and the patrolman, Charles Lacross, had the route from the bridge to the West End Thread Co. in Bramanville.

To augment the home forces, a number of Worcester police were given the power of "special police" in Millbury, and the local department could also call on the services of one special officer and four constables.

During Dolan's tenure, on September 5, 1925, a patrolman by the name of Elliott Hairyes was appointed, and assigned to the Bramanville beat. On June 8, 1937, Patrolman Hairyes was seriously wounded by a man who went beserk. The police officer spent five weeks in the hospital but recovered fully and remained on the job until retirement in 1950.

His was the most serious injury in the line of duty received by a Millbury police officer.

The department went through the 1920's and 1930's in the tempo of the times.

Near the close of the 1930's, in 1938, Dolan retired and a popular town official and athlete, Fred H. Vulter, was appointed chief. His was to be a 24-year career.

Chief Vulter went under Civil Service provisions in 1943, and all members of the department were included under terms of the law in 1959.

During Vulter's tenure, also, the town paid for the department's first official police cruiser in 1956. Prior to that, the chief and department members used their own vehicles.


In March of 1954, Howard R. White was appointed a patrolman and he was destined to replace Vulter upon the latter's retirement in August of 1961.

White was named Acting Chief and continued in that capacity until Selectmen received a certified list from the Civil Service Commission at which time he was appointed permanent chief.

Chief White immediately began a drive to modernize and enlarge the scope of the department's protection. The department now consists of nine full-time men, including the chief, three sergeants and five patrolmen.

White went on record as "feeling very strongly that in order to have a highly efficient department, the men must receive proper schooling in all phases of police work." To back it up, he applied for, and received, permission to send department members to the State Police Academy in Framingham for instruction in all aspects of police work.

In 1961, the per capita expense of providing police protection in Millbury was just \$4.14, more than a reasonable amount for a town which boasted a full-time department and around-the-clock protection.



St. Brigid's Church

Federated Church

Assumption Church

Our Lady of Lourdes

First Baptist Church

Raymond Memorial Church

Union Chapel—West Millbury



## CHURCHES

Perhaps nothing reflects the solid base of a community as well as its houses of worship. Suffice to note that Millbury has seven churches, four Protestant and three Catholic . . . and all of them thriving.

The oldest of the town's churches is the architecturally impressive First Congregational Church in Bramanville, pictured on our cover, which celebrated its 200th anniversary in September of 1947.

The church has undergone many changes over the years, but the repair and rebuilding has wisely followed the pure design which says simply, "this is New England." The belfry, clock tower, and spire were reconstructed after the damaging hurricane of 1938 and were repaired again after lightning damage in 1962.

The Second Congregational Church on Main Street, and the Methodist Church joined hands in 1919 to form the Millbury Federated Church which retains the name today. The Second Congregationalists observed their centennial in 1925, and the Methodists in 1935. The Federated Church also operates the Proctor House on Main Street and, as this history went to press, was mounting a building drive for an ambitious addition to the church.

First Baptist Church celebrated its 100th anniversary in 1936. The brick structure, facing the Federated Church across Main Street, also was severely damaged in the 1938 hurricane.

The town's fourth Protestant church is located in rapidly growing East Millbury. Protestants in that area, with the assistance of the Worcester City Missionary Society, built Raymond Memorial Chapel. In 1934 it was organized as the Raymond Memorial Congregational Church.

The community's newest Catholic Church is also located in East Millbury. For years Catholics in that section were ministered by priests of St. Phil-

lips Church of Grafton through the Mission of Our Lady of Lourdes. The church building was erected in 1938 and was used by the Mission until the present parish was established. on January 21, 1949.

Oldest Catholic Church in Millbury is St. Brigid's, which however, has the newest structure. The present, beautiful building on Main Street was dedicated on October 30, 1955 as was the adjacent rectory. The old church, and its site, were given to the town by the then Bishop of the Worcester Diocese, John J. Wright, and was used as a site for a housing-for-the-elderly project. St. Brigid's celebrated 100 years as a parish in 1950.

Assumption parish, which celebrated its 75th anniversary in April, 1959, experienced serious misfortune shortly after the turn of the century. The church building was destroyed by fire on June 2, 1914, but a new building rose from the ashes within two years. It was dedicated on May 7, 1916. The growth of the parish is evidenced by the fact that it now includes a parochial school and a home for its faculty of nuns.

In the years since 1913, Millbury also experienced the disbanding of a church. The Unitarian-Universalist Association of Boston removed the First Unitarian Association of Millbury from its files in 1924. It had been inactive for a number of years prior to the official dissolution. The building, on Elm Street opposite Water Street, was later demolished.

Not an active church, but still maintained as a tribute to the past and as a community center, is the Union Chapel in West Millbury. A Social Union, required by the by-laws to hold one religious service a year in the structure, sponsors various entertainment to raise funds to keep the building in repair. It was dedicated on May 29, 1888. Its presence today in the quiet countryside is a pleasant reminder of "Old Millbury."

## CIVIC FRATERNAL AND SOCIAL ORGANIZATIONS

An undeniable part of the culture of America during the 1900's has been the growth of organizations, groups, or clubs composed of people who banded together because of a common belief, interest, or desire for fellowship. In many cases, this has evolved into a unit-desire to serve the community.

We include, in this portion of our 50-year recapitulation, brief sketches of the groups who took the time and trouble to answer the request of the Anniversary Committee for information. That those who responded are, in large measure, those groups which have made significant contributions to the town, comes as no surprise.

### *Kiwanis Club*

This organization, Millbury's only civic club, was chartered on February 7, 1929, and has done much for the community in its 34-year existence. With a membership drawn from the business and professional level, it has varied its programs to fit the times. Since World War II, Kiwanians have concentrated on playgrounds and bathing beach programs and have also been active in support of the High School's athletic program. During the war years it dedicated its efforts toward servicemen and their dependents. In the depression, it promoted a tonsil-adenoid clinic. It has been a faithful and efficient Millbury booster.

### *Olive Branch Lodge, A. F. & A. M.*

In 1913, when Millbury celebrated its 100th Anniversary, Olive Branch Lodge of Masons was already 116 years old. It received its charter from the Grand Lodge of Massachusetts on September 14, 1797, and the charter was signed by Paul Revere and Isaiah Thomas, then Grand Master and Senior Grand Warden of the Grand Lodge. In 1913 the membership of the Lodge was 124. It is now more than 300. Areas of public service include the Masonic Blood Bank and the establishment of a servicemen's center at Fort Devens. The lodge has met continuously on a monthly basis from 1797 to present. No regular meetings have ever been omitted. On November 22, 1928, the lodge

purchased the Armsby Building where it had met since 1884 and renamed the structure the Masonic Building, a familiar landmark to all town residents. Many of the lodge's officers and members have served the community in both elective and appointive offices.

### *Adah Chapter, Order of the Eastern Star*

Established in 1884, Adah Chapter is the mother chapter of Eastern Star chapters in Whitinsville and Oxford. In its 79-year history, the chapter has pledged itself to fraternity, mutual betterment and good will. Its members contribute regularly to local community projects and to various benevolent funds.

### *Millbury Grange, No. 107, P. of H.*

The first regular meeting of this unit was held on February 16, 1883, in the Reading Room of the Town Hall. It celebrated its 75th, Diamond Jubilee, Anniversary on February 17, 1958 in the same Town Hall. As it heads for its own 100th anniversary, Millbury Grange, P. of H. No. 107, can point to a number of public achievements. Perhaps the most significant of these is the group's sponsorship of the Millbury Golden Age Club, both in the Center and East Millbury. Membership has increased, but many of the names on the rolls 75 years ago are represented there today by sons and daughters of former members. Encouragement for education and betterment of schools remains, as always, a prime Grange goal.

### *Golden Age Clubs*

Acting at the request of the State Council for the Aging, in June of 1956, Selectmen formed the Golden Age Club of Millbury. The new organization was sponsored by the local Grange and Selectmen provided a meeting place in Town Hall. The East Millbury Golden Age Group was organized in February 1959 and their meeting place there was provided by the Millbury School Committee. By virtue of their self-administered programs, both groups have done much for their membership of retired citizens.



## *East Millbury Community Association*

The East Millbury Mothers' Club and the East Millbury Athletic Association merged on March 10, 1959, to form the East Millbury Community Association with an aim to improve the community through good government and better schools. The group also is dedicated to the promotion of athletic programs for youths.

Gerard Kelley served as the first president and the association sponsored a summer playground program for school age children, a boys baseball team, and purchased a piano for the school. A number of informative meetings are held for adults and the group is a regular sponsor of "Meet Your Candidates" nights prior to the annual town elections. The association also calls attention to existing or potential hazardous traffic conditions in its area. In 1962, a summer basketball program replaced the baseball team which had operated in the now defunct Southern Worcester County Baseball League. The organization started a building fund drive in 1960.

## *Millbury Woman's Club*

This organization, which has more than 100 members, was founded in 1894. Each year it donates scholarship money to one or two deserving Millbury students and members in the club's Library Extension also give books to the library and also help staff the library in the afternoons. The clubhouse at 14 Miles Street, purchased from the W. W. Windle estate at an extremely attractive sum, is available for community affairs.

## *Parent-Teacher Association*

The local chapter of this national organization was formed on May 7, 1947 and immediately listed 41 members. The parents and teachers are united in an effort to enrich the education of Millbury youngsters. The group provides scholarships for bright high school students to help further their educations.

## *Assumption Parents Guild*

Another group dedicated to the younger generation, the Assumption Parents Guild organized in 1955 with 50 members. It now has 400. It's stated

aim is to help Assumption School by "giving the teachers and children all necessary materials to facilitate progress in education, thus enabling the children to become better pupils and later, better citizens."

## *Boy Scouts*

Millbury's first Boy Scout troop was organized in 1921 by Gordon Hurd. It was sponsored by the First Congregational Church and Weldon Glover was scoutmaster. Today the troop is still active as Troop 109, sponsored by the Federated Church, and has compiled an outstanding record of service and achievement. The unit has had 24 Eagle Scouts and early this year, Troop 109 was honored in having one of its Eagle Scouts, Peter W. Kotelainen, chosen as the outstanding Boy Scout in New England, one of 12 scouts across the nation selected to visit Washington, D. C., and present President Kennedy with the 52nd annual report of the Boy Scouts of America.

Today, Millbury has nine scouting units including five Boy Scout troops, three Cub Scout packs, and one Sea Scout ship, with a total membership of 350 scouts and about 50 adult leaders.

Units and sponsors are: Cub Pack 44 and Troop 44, Our Lady of Lourdes Church; Cub Pack 108 and Troop 108, St. Brigid's Church; Cub Pack 109 and Troop 109, Federated Church; Troop 110, Assumption Church, Troop 154, Raymond Memorial Church, and Sea Scout Ship 109, Federated Church.

## *Millbury Girls, Fife and Bugle Corps*

The present corps, which has made a pleasant habit of bringing back trophies and prizes to Millbury, had its start back in the late 1930's as a Girl Scout Band. Then John Powers came to live in Millbury and the boom was underway. A mixed-group for several years, the unit was changed to an all-girl corps in the early 1940's. After several uniform changes, Powers assumed complete command in 1950. The group piled up an incredible record, winning the state championship every year and rolling up an undefeated skein of more than 200 contests. The corps travels throughout New England and to out-of-state competitions and also plays host to important meets at Windle Field.

## *Powers Star Harmony Group*

This group, which has a waiting list of beginners hoping to make the varsity, started on September 5, 1935 as a fife, drum and bugle corps with four boys taught by Powers in a cellar. In the 13-year span from its birth until 1948, the group was defeated only once. In 1958 the corps changed to valve bugle and drum to take advantage of more competition. It has won hundreds of awards and the list of honors grows with every competition. Both the Star Harmony Group and the Millbury Girls organization are a tribute to the time, patience, skill and dedication of their director, John Powers.

## *St. Brigid's Women's Club*

This organization, formed on October 1, 1950, to "bring together the women of St. Brigid's Parish, to further their religious, cultural and charitable interests and to help the priests of the parish in every way possible" has enjoyed steady growth. Miss Dorothy Coulter was the first president, serving for a three year term. Since then, five other women have held the presidency.

## *St. Brigid's Catholic Men's Club*

The Catholic Men's Club was organized on September 3, 1958 with a membership of 170. George A. Malo was the first president of the organization. Its primary purpose is "to foster spiritual, mental, social, and physical welfare of the men of the parish, and to render youth service." The club sponsors the C. Y. C. basketball team, Little League baseball and basketball teams and a Boy Scout troop. It has helped make many improvements in the church and was instrumental in erecting a new shrine in the parish cemetery.

## *Franco-American Progressive Club, Inc.*

This organization was founded by 20 men of French descent in September of 1943 and was dedicated to the specific purpose of "promoting and advancing the education, social and general welfare of the Franco-American." The first president was Norman Cofske. The membership has now expanded to 150 and an Auxiliary was formed in 1944. In addition to its stated aim, the club has contributed time, money and its Elm Street facili-

ties to many civic and charitable organizations and events. It sponsors a Boy Scout troop and a drum corps.

## *Charles F. Minney Post 3329, VFW and Auxiliary*

Alfred J. Fitton and Fred Lange formed what is now known as the Charles F. Minney Post 3329, Veterans of Foreign Wars, on June 12, 1935. The post first met in G. A. R. Hall in Town Hall, but with the membership increase after World War II, moved into its own quarters on Elm Street where it has been located for the last 15 years. The Auxiliary was also formed in 1935. The post supplies its quarters to the Millbury Girls' Fife, Drum and Bugle Corps; holds an annual Christmas party for needy town children and aids all veterans.

Auxiliary members make an annual visit to the Veterans' Hospital at Christmas.

## *Devoe-Taylor Post 9,*

Post 9 came into being in August of 1919 with a temporary charter secured by 20 town veterans. A permanent charter was issued a year later and the post was known as Devoe Post 9, with Arthur Belleville as the first commander. The Auxiliary was organized on September 14, 1920. After World War II, a new chapter was issued (in 1947) and the post's name was officially changed to Devoe-Taylor Post 9. The post, in keeping with the Legion tradition, is among other things pledged to "a sense of individual obligation to the community, state, and nation." It aids hospitalized veterans, helps families of deceased veterans at Christmas, donated \$1,000 worth of books to Memorial High School, and awards a \$100 scholarship each year to a worthy high school graduate. Each year it sends a girl to Girl's State to study government and citizenship.

## *American Legion and Auxiliary*

Organized on February 16, 1949 in St. Jean's Hall, this post and its Auxiliary, which was formed in 1950, has contributed much to the community. Projects include Christmas collections of clothing and toys for distribution by the Millbury District Nurse gifts to town nursing home patients; aid and gifts to patients in veterans' hospitals, and aid for



the School for Retarded Children in Taunton and the Nazareth Home in Leicester. John R. Hazelwood was the first post commander and Mrs. Loretta G. Hazelwood was the first Auxiliary president. In 1959, Mrs. Gladys Poisant, a former past president and District 4 Chairlady, accepted a citation for the Auxiliary's outstanding work in behalf of child welfare and hospital work.

### *Millbury District Committee and Campfire Girls*

The present Campfire program in Millbury was organized in April, 1958, by a group of interested mothers with the aid of the Worcester Campfire

Council. A total of 207 girls were registered in Campfire and Bluebird groups. During the 1960 Golden Jubilee anniversary of the Campfire organization, the local chapters sponsored a town-wide clean-up campaign and planted a maple tree on the town Common in June of that year. In 1961, the program added two Horizon groups for high school girls and had 64 registered leaders and adult members.

*Other groups, active on behalf of the community, but from whom historical data was not obtained, include: Morning Star Lodge of Odd Fellows, Daughters of Rebekah, Pocahontas, Woman's Relief Corps, and the Millbury Youth Camp.*



## NEW HOUSING FOR THE ELDERLY

A \$343,000 housing project for the elderly was dedicated on October 31, 1959 at Providence and Maple Streets, former site of St. Brigid's Church.



*Here's the pitch . . . Millbury, with an active Little League and Farm System, provides plenty of all-season recreation for its youngsters. The batter probably didn't blast the oncoming ball out of Windle Field, but it's a cinch he had a good time.*





*Millbury is blessed with cool, inviting ponds such as Lake Singletary which offers fishing, boating, sailing, water skiing and, of course, swimming.*

## LIFE, LIBERTY AND THE PURSUIT . . .

In the 50-year span since 1913, the life of the so-called "average man" has undergone countless changes. Some have been so abrupt and dramatic they leap easily into mind. Others have crept in unnoticed through the side door while the nation was engaged with other matters.

If we had to use a single word to sum up the change in life from 1913 to date, that word would have to be "sophistication."

We're much more sophisticated in our outlook conduct, aims, labor and recreation . . . but there were signs, especially in the last few years, that all we really yearn for is the simple life.

Conservatives may weep and wail, but there is no denying the fact that by the 1960's, life in America had changed from an individualistic endeavor to a planned experience.

In the 1920's we were more apt to believe the adage that "Early to bed and early to rise makes a man healthy, wealthy and wise." In the 1930's we

knew it wouldn't make him wealthy, and in the frantic '40's we doubted if wisdom came with regular habits. By the 1960's, swallowing tranquilizers as fast as they rolled from the production line, we weren't even sure about the health angle.

We were tabbed the "affluent society". We had more money, more material possessions, more leisure time than ever before in history. Happiness, however, seemed to be in its usual short supply.

During the half century with which we are concerned, it's impossible to describe life in Millbury without relating the major events which shaped it.

The 1920's, about which so much has been written, didn't affect small-town New England in the same manner as the Roaring Twenties centers of Chicago, New York, and Paris.

Life here, in the main, was quiet and the outlook, on the whole, was provincial. a six-day work week without coffee breaks, a Sunday afternoon ride, a game of croquet with the family, an occasional excursion all the way into Boston, a noisy Fourth of



*There is pleasure in such simple things  
This is a West Millbury view proving the  
offerred its residents plenty of elbow ro*

July, and maybe a “talking picture” show or two were things you could count on.

The nation’s reins changed hands from the intellectual Woodrow Wilson to Warren Gamaliel Harding, we kept cool with Cal Coolidge, and then saw the cloak of leadership settle on the shoulders of Herbert Clark Hoover.

Business was the hero of the decade and the U. S. Chamber of Commerce called the American businessman “the most influential person in the nation.”

But here and there across the land, rumblings of discontent could be heard if one listened. Workers were talking of getting together in unions to bargain collectively for better wages, hours and working conditions. Farmers weren’t happy with their income. Liberals were concerned about the unchecked growth of business power and some people were concerned about conditions they grouped together under the heading of “social welfare.”

The famous Wall Street crash of October, 1929, marked the end of an era and Will Rogers cracked that we’d be the first nation on earth “to go to the poorhouse in an automobile.”

The years 1930 and 1931 ushered in the great depression. They were years of panic and, in 1932, we turned toward a man who assured us that “the only thing we have to fear, is fear itself.”

Franklin Delano Roosevelt, who was to serve as President until his sudden death in April, 1945, was a man born to the purple who pledged to give the people a New Deal.

Regardless in which political light you view F.D.R., no one can say that his four terms did not change the very core of American life.

The 40-hour week, social security, the rise of collective bargaining, more stringent federal regulations and finance, and more federal concern and aid for the old and indigent . . . all these changes came in the 1930’s.

Roosevelt was cursed and cheered, adored and despised, called a “traitor to his class” and the greatest President since Abraham Lincoln. And when the shouting died down, he always won reelection, breaking precedent by winning a third term in 1940 and a fourth in 1944.





stone wall, open field and rolling wood.  
community, even in the sizzling sixties,

America was building during the 1930's and its values were shifting. When it expressed itself at the polls, it said that care of the individual should properly be a governmental concern.

At the Main and Elm Street level, the change could be noticed. Traffic was heavier and liquor was once again legal. You didn't have to knock twice and ask for Joe . . . you just walked in and sat down. Dresses got shorter and women wore their hair longer. The big-name bands toured the country and swing was king. Women started to give up the home and go to work and words like "overtime" and "time-and-a-half" made up for words like "income tax" and "pay-as-you-go." Croquet sets gathered dust, but the Sunday drive in the country was still on everybody's agenda, even though there seemed to be an awful lot of Sunday drivers on the road. Hollywood was grinding out films faster than you could see them. The ladies sighed over Clark Gable and Spencer Tracy and the men wished every girl resembled Jean Harlow or Joan Crawford. Bathing suits were taking on daring new dimensions and some of the braver men were even shedding their tops.

A World's Fair in New York at the end of the

30's drew millions, including most of Millbury's residents. It promised a brave new world, but World War II occupied the center stage until 1945. We have treated the war years in a separate section, but in any event, it has been the years since 1945 that our pattern of living has changed the most.

In a real sense, the post war boom has never really stopped.

In the 18 years since the dropping of the first atomic bomb our manner of living has changed to an unbelievable degree.

Under Presidents Harry Truman, Dwight Eisenhower, and now John Kennedy, the domestic issues have been virtually the same. Higher salaries, higher prices, more consumer goods, more leisure and more time to worry about which direction we're heading.

Television replaced radio as mass entertainment and a nation which used to get excited about picking up Pittsburg on the old crystal sets a handful of years earlier now watched, almost casually, while astronauts were hurtled into space with rockets as large as 10-story buildings.

Mother had a lot of helpers in the kitchen in the 60's. Refrigerators, freezers, stoves with automatic timers that cooked the meal while she made that fourth for bridge, dishwashers, automatic washers and dryers that made the clothesline obsolete, blenders, and yes, even electric canopeners.

Electricity was the master which permitted these machines to run and perhaps, just to prove to ourselves that we also weren't slaves to the utility, we took to cooking outdoors over charcoal. "Cookouts" in the 60's were the fashion everywhere you found a backyard.

We used power mowers to cut our lawns and if Grandpa laughed up his sleeve at that, he didn't when we trotted out the snowblower to clear walks and driveways in the winter. Even the shovel had to take a back seat to progress.

Automobiles grew almost as long as battleships by the mid-50's and a mass reaction set in. We called it the "compact" car and U. S. automakers patterned it after the famous German Volkswagen. By 1963, so varied had our tastes become, you could buy any shape or size vehicle you desired, providing you had the money or could float a loan at the bank.

"The job," any job, had also changed quite a bit since the war. Forty hours a week was the standard, but there was quite a bit of serious discussion about the four-day week. We had group accident and health insurance, job security, and pension plans. Social security added to pensions at retirement and it seemed a safe bet that some form of governmental health insurance would also come into being before 1970 rolled around.

The corner grocer was gone and the supermarket aisle was where you bumped into your neighbor. Her cart, like yours, would be loaded with everything from breakfast food to shoe polish. One stop shopping, usually once a week, and the total bill ran into the double figures.

Mothers breathed easier because we had a polio

vaccine, but heart trouble and cancer continued unchecked. There seemed to be a link between smoking and certain types of lung cancer, but cigarette sales kept on climbing. Those who worried, but couldn't quit, switched to "filter" brands.

Oil and gas replaced coal as the major source of home heat and forecasters were looking forward to atomic power. Millbury, in fact, had a direct link with atomic power. In 1961, electricity produced from the Yankee Atomic Electric plant in the Berkshires, began to be routed to the Worcester area through the Millbury dispatching station.

Rare was the home without aluminum storm doors and windows, and some homes were covered with aluminum clapboards.

Synthetics had assumed a large role in our lives. Nylon, which came out right after the war, was an old friend. Now we had orlon, dynel, polyethelyne, polyesterene, dacron, and on, it seemed, to infinity.

Science and technology had made life a lot easier along Main Street by the 60's . . . so much so, in fact, that a lot of us were getting dangerously soft.

With more leisure time, we moved into recreation with a vengeance. Swimming, sailing, fishing, hunting, camping, skin diving, boating, water skiing, skiing, sports car racing . . . these attracted millions.

Waterfront land was hard to find and expensive if you found it. Millbury, with Lake Singletary, Ramshorn Pond and Dorothy Pond within its borders, quickly felt the recreational boom.

The second home had replaced the second car as a status symbol and on a Sunday afternoon, the sparkling ponds echoed from dawn to dusk with the insistent whine of outboard motors pulling water skiers or carrying joy riders from one end of the lake to the other. That sport from the 1920's who sang about "Paddl'in Madeline Home" would have had his canoe swamped in the sizzling sixties.





*These new homes have gone up since the war throughout the community. Pictured are a group in the Miles-Prospect Street area.*

More people than ever were going to church, but a few of the more questioning clergymen wondered if in numbers there lay actual strength.

While Grampa worried about how his garden grew, we didn't. We sprayed everything in sight with more than 100 types of pesticides developed since the war. By 1960, a growing number of qualified persons were wondering, out loud, if we weren't doing more harm than good with these latest tools of progress.

We had everything, from glass fishing rods and boats to electric toothbrushes and humidifiers, from strawberries in December to stereophonic sound and a speaker in every room, but a lot of people wondered if they shouldn't have just one more thing . . . a fallout shelter in the basement.

For the nagging fear of being eradicated from the face of the earth in one all-consuming, blinding flash of light was in everybody's contract.

People didn't talk about it too much, but the thought was always there, like a bat waiting for darkness before spreading his wings to take flight.

Nuclear fission was the Damoclean sword of our age.

Surrounded by comfort and luxury, planning our futures and those of our children, taking pride in our nation and our community, enjoying increased freedom from drudgery, we looked for a path to new horizons . . . but realized, for the first time in history, that the wrong turn would mean at least the end of civilization in our time.

## CONCLUSION

So this is the story of a New England town.

A town in which the first fancy loom was perfected to revolutionize weaving and lower the price of clothing.

A town in which Asa Waters obtained the first patent for turning a gun barrel in a lathe and whose armory here on the shore of the Blackstone supplied weapons to the government for the War of 1812, the Mexican War and the Civil War.

A town in which Thomas Blanchard, one of the greatest inventors this country has produced, revolutionized manufacturing with his "cam motion" theory.

A town in which the first scythes in this country were made.

A town where Hervey Waters invented the familiar pin.

A town where, in 1825, a steam carriage, forerunner of today's automobile, was built.

A town where Ichabod Washburn started making wire.

A town which retains much of the true flavor of the real New England: old white houses, rectangular fields broken by a network of stone walls, gnarled orchards, sparkling ponds and erratic brooks, and above all, that almost intangible spirit of independence.

A town with a past, enjoying the present, and certain of its future.

We call it Millbury. We call it home.













